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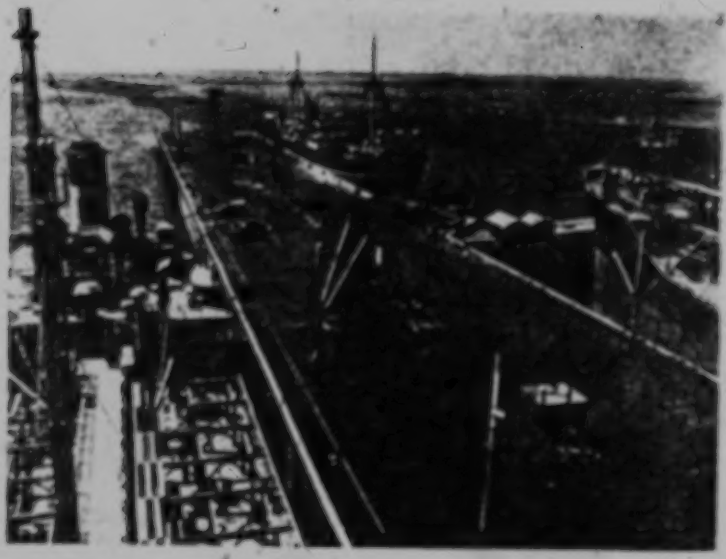

Sitra Wharf. Photo : Bahrain Petroleum Company.

361

A scene in Awali. Photo : Bahrain Petroleum Company.

Bahrain Government receives 50% of the profits of the oil industry. The Eastern Bank, since it was established in 1919, has served as the State's Treasury and a Budget is published every year showing the revenue and expenditure of the State.

The Customs Directorate is in the centre of the Manama sea front and there are subsidiary offices in Muharraq Town, at the Airport and at Sitra. All goods of any kind which are imported or exported must pass through the customs. The Customs Pier at Manama, which was originally built in 1917, has frequently been lengthened and enlarged and now extends for a quarter of a mile out to sea. Owing to shallow water, vessels in the Manama harbour have to anchor some three miles from the shore and passengers and cargo are conveyed to and from the steamers by launches, barges and sailing dhows. The port and storage facilities in Bahrain are better than elsewhere in the Gulf and importers are allowed to retain their goods in the customs premises for ninety days before re-exporting them. There are usually about 90-100 sailing vessels and launches alongside and anchored off the pier, these come from other Gulf ports, from the west coast of India and from the Red Sea. Walking down the customs pier one sees many interesting types of vessels and sea-faring Arabs from all parts of the Gulf and beyond it.

On the west of the entrance to the Pier is the Passport Office. Passport Officials go aboard all passenger vessels and are present at the Airport when aircraft arrive. Bahrain has had its own passports since 1929.

On the south side of the Square, which has a little garden in the centre of it, is the "Bab al-Bahrain," the Gateway of Bahrain, consisting of two large blocks of office buildings with an archway in the centre. On the south side of the western block there is a fine old Arab door and on the balconies of the buildings as well as around the garden in the Square there are cement panels containing Arabesque patterns copied from old buildings in Bahrain.

The Bab al-Bahrain contains the finance and accounts department where all payments to the Government for electricity, water, etc., etc., are made, the Land Department which deals with sales and registration of property and questions about boundaries and ownership of land, the registration of sales being compulsory, and several other government offices. His Highness has a reception room overlooking the square on the first floor of the building where he sits on Wednesday mornings. Here he receives any visitors who wish to call on him and sees people who present petitions. On Monday mornings he visits the Municipal Buildings at Muharraq where he holds a similar reception.

East of the Customs, on the sea front, is the Law Courts Building which contains a number of different courts including religious courts presided over by the Qadis of the Sunni and Shia sects. Certain foreigners, including British, Americans, Pakistanis and Indians are under the judicial authority of H.B.M.'s Political Agent. In mixed

At Awali are the offices and the homes of the European employees of BAPCO, while outside the fence is the Arab camp for the few Bahrainis who prefer to live there rather than in their own townsand villages. Near Awali's eastern gate is the Training School for Bahrainis, where something is done to equip them for higher posts in the company. This is a field of activity which the company is beginning to develop and it is very important that is should succeed. 361 874 466

South of Awali, in the desert around the Jebal ad-Dukhan, is the oil field, the *raison d'etre* of BAPCO, an unimpressive area with many little squares of cement decorated with taps and valves and surrounded by low fences, which are the oil wells, while here and there derricks mark the search for more oil which is always in progress. 315

After the Abadan Refinery the one on Bahrain is the largest in the Middle East and supplies large quantities of refined products to India, Pakistan, East Africa and other countries "East of Suez." During the day it would be difficult to describe the refinery as anything but a large and ugly mass of iron and steel, with the great Cat. Cracker rising above the squat silver tanks. The air is hot and dusty and in the summer the iron-work is so hot that to touch it raises bisters ; but in the evening the refinery takes on the appearance of a slightly shapeless but nevertheless well decorated Christmas Tree, covered in lights and set against a background of flares of burning gas which illuminate the sky like a lurid orange back-cloth. 382 439

The Sitra anchorage has at all times an appearance of feverish activity, it is being improved so that it will be possible to load ships and tankers round the clock. In order to do this the jetty is being floodlit with great arc lamps. [504]

On low-lying Sitra Island all that can be seen from the sea are the storage tanks, it is only on approaching nearer that the island itself becomes visible. The Tank Farm spreads across the middle of Sitra, and as it expands it threatens to cut the island in two. To the south of the Tank Farm is a large group of buildings from which a crashing sound is continually heard ; this is the Drum Plant. Further evidence of this is present in the thousands of newly painted drums that are piled in huge rows near the plant.

The oil industry is directed from the main office in Awali, where from air-conditioned coolness in the summer and air-conditioned warmth in the winter instructions go out to all parts of Bahrain where BAPCO has its installations. Bahrain is well situated for an oil industry. The oil wells are about eight miles from the Refinery, which itself is scarcely more than half that distance from the Pier and Tank Farm, while from Awali it is possible to see on a clear day both the Refinery and the Field. The radio-telephone and the aeroplane used in other Middle Eastern fields have no place in Bahrain where phones and cars are quite sufficent. 382 202

Of the 7,749 workers employed by BAPCO at the end of 1951, 4,937 were Bahrainis and 1,035 were British, American and other 464 382

000 556 361 167 two quarters still spoken of as North and South Budaiya. It was the home of the Dawasir tribe who came to Bahrain shortly after it was conquered by the al-Khalifah and established themselves here. The tribe acquired great wealth and prestige, owning many pearling dhows, and by degrees they became so powerful that they were able to raid with impunity the neighbouring Bahrana villages. They even challenged the authority of the al-Khalifah, but Shaikh Hamed, on becoming Deputy Ruler in 1924, threatened to punish them if they did not behave. This they considered as an infringement of their liberties and they therefore announced to the Ruler that if he prevented them behaving as they were accustomed, they would leave Bahrain and settle in Saudi Arabia. Shaikh Hamed refused to give way and the Dawasir left Bahrain. This, however, was not the last of them, for during many years it was believed that they were preparing to invade Bahrain. To prevent this a force was maintained in the Islands. However, the scare eventually died down and Budaiya after lying deserted, was later partly re-occupied by other Bahrainis, while some of the Dawasir gradually returned, many of them settling in Manama and Muharraq.

361 The ruins of great houses and mosques still remain, while scattered between them are the houses of the new inhabitants, who do much fishing in the prolific waters near the town, and also work in Manama and Awali. Before reaching the Police Post that marks the entrance [654] to Budaiya the road passes through the Government Experimental Garden where new agricultural methods are tried and where cows and sheep, kept under scientific conditions, are studied for their productivity. 504 From the Budaiya Pier launches go to Jidda, the prison island, 697 many of whose inmates come over daily to work in the Budaiya Garden. The Pier is also used by the Ruler when he visits his island of Umm an-Nasaan.

874 The small Government school at Budaiya just south of the Government gardens, in addition to teaching the usual Primary School subjects 872 gives lessons in agriculture for many of the boys' fathers own or work in gardens in the neighbourhood.

DIRAZ

361 Diraz is a village about half a mile north of the Budaiya Road and about 1½ miles from Budaiya itself. It consists mainly of stone 342 houses, many of which are two-storied. The village stands on 245 high ground among the sand dunes and is very similar to Beni Jumra which faces it a little way off on the opposite side of the road. It is so surrounded by clumps of date palms that its size is not appreciated from the road. A feature noticeable here, as well as in many other parts of Bahrain, is that date palms grow in groups at the bottom of depressions in the sand and are not irrigated by water channels but obtain moisture from below the surface of the ground.

172 North-west of the village there are mounds which indicate the existence of a much larger settlement in the past and an extensive area of ground is covered with glass and pottery sherds. Among the ruins

1/4 [The town of Budaiya .. Analysis]

361 and on the shore there is an old deserted fort which was built by the Omanis during a short period when they occupied the Islands. A [504] ferry service of small sailing boats plies between Muharraq and Arad fort, but to drive round the bay to the fort by car takes less time than crossing by boat.

396 Boat building is one of the few local industries of Muharraq and is carried out along the shores of the town, especially on the eastern coast. Carpenters and shipwrights are apt to extend their work half across the road and when driving a car one often has to avoid sails which are pegged out for joining or for repairs, rope winders, men mending nets or carpenters working on big wooden water tanks for the pearling dhows.

361 178 Many visitors to Bahrain never enter Muharraq and by failing to do so they miss the sight of a comparatively untouched Arab town, a sight that is rapidly becoming rarer in the oil rich Persian Gulf.

HEDD

361 Bahrain's number three town is Hedd. Long and narrow, it is built on a strip of land which juts out into the sea at the south-east end of Muharraq Island. The houses are closely packed together and extend right to the edge of the sea, one road, only just wide enough for motor vehicles, runs through the centre of the town and on each side a labyrinth of narrow lanes leads down to the shore. There are few barastis in Hedd and most of the people live in stone houses; some of them are large, built by pearl merchants in the days when the pearl industry of which Hedd was an important centre, was flourishing. The bazaar is in the main street and it contains many shops which sell all manner of goods. Water is supplied to the town by several artesian wells.

[162] The population of Hedd is entirely Sunni and predominantly Arab, although a few of the shopkeepers are Persians. It includes Arabs of the Bin Ali, Saada, Mesedem and Musallam tribes who used to be very influential in Bahrain; the last were once the rulers of Qatar. Hedd was originally a diving town but although it still has much contact with the sea, many of its inhabitants work on shore. Its people have a reputation for intelligence and energy and this is shown by the fact that they have produced better results from their schools than any other community. The town is conspicuously clean, owing partly to the fact that it is surrounded by the sea on three sides.

368 633 Hedd has a handsome new police station, at the entrance to the town, which was completed in 1952, a Municipality and Boys' and Girls' Schools which were opened in 1937 and 1939 respectively. For some years the Muharraq Municipality included Hedd in its activities but in 1945 Hedd formed its own elected Municipal Council with four members. There is also in Hedd a dispensary and a small women's hospital with accommodation for a certain number of in-patients.

226 Hedd is famous for its prawns which are caught in special traps and sent to the fish markets of Manama and Muharraq.

of the Egg," a small village with many seafaring inhabitants. To the north of Sitra there is a very pleasant sandy beach looking towards Umm a-Hasan where there is excellent bathing; the view also includes Nabih Salih and Jaziyra. There is deep water to the north of Sitra, and it is here that the Bahrain Government is building the new Port of Manama with a pier running into deep water from the shore between Umm al-Hasan and Jufair. 361 [504]

JIDDA

This island is about 2½ miles from Budaiya. It is small and rocky and in appearance unlike any of the other Bahrain Islands. Its high cliffs rise abruptly from the water and a few fort-like buildings are silhouetted against the sky-line. On the south side of the island there is a level strip of land which is extensively cultivated. Jidda is Bahrain's penal settlement; here all long term prisoners are detained, spending their time cutting stone, weaving and working in the gardens. There is a small house on the top of the cliffs above the jetty which catches all the wind in the summer and which is used by the Adviser to the Bahrain Government. Being a prison island, Jidda is forbidden to general visitors. 101 133 617 [486]

The stone quarries at Jidda are of great age and it is likely that the large stones which line the graves in the burial mounds were cut here. There is an Arabic inscription roughly cut on one of the cliffs which reads as follows : 316

"During the month of Shaban in the year 968 (April/May, 1561) there was completed the cutting of the 100,000th rock for the mending of the tower of the Bahrain fort in the wazirate of the Great Wazir Jilal ad-Din Murad Mahmud by the hand of the slave . . . " (a few words after this are unreadable).

UMM AN-NASAAN

This, the second largest of the Bahrain islands, lies a few miles across the shallow water to the south of Jidda. It is sandy and flat, with the exception of two small limestone hills towards its centre which break the monotony of its shape. At the north end of the island there are several natural springs and artesian wells from which extensive date gardens are irrigated; they were planted by the late Ruler of Bahrain, H.H. Shaikh Hamed, who also established on the island a herd of black buck and gazelle, the former being imported from India and the latter from the mainland of Bahrain. 101 133 312 [136]

There is evidence of ancient habitations on Umm an-Nasan, foundations of many old houses are visible and sherds of pottery can be picked up. Local legend has it that Nasaan, after whom the island is named, was one of the early rulers of Bahrain, but this legend has not been substantiated by historical research. 172

651 439 was imposed on luxury articles, liquor, and tobacco at the end of the previous year. From 1352 onwards the revenue increased steadily, and at the end of the present year, 1356, it will probably reach the high level which it attained in 1346.

The decrease in revenue resulting from general trade depression in Europe, and particularly the slump in the pearl trade, was caused not so much by a reduced amount of imports but by a decrease in the price of commodities which continued for several years. The cost of rice, flour, and coffee became lower each year during the depression, and importation of comparatively expensive European cotton goods diminished as cheap Japanese goods increased. The shortage of ready money for several years, and the inability of the local Arabs to spend much money on clothes was the greatest stimulus to Japanese trade in the Gulf, and especially in Bahrain. If the spending power of the people had not been so restricted it would have been very much more difficult for the Japanese to monopolise the trade in piece goods and fancy goods. Though the customs collections declined owing to the low value of imports, the cheapness of goods enabled many people to live who could otherwise have found it difficult to exist. I give a table showing the prices of various commodities in different years. The amount of imports, etc., are published yearly in the Bahrain trade report.

653 **Customs Improvements.** The customs pier and the import shed were built about twenty years ago; the pier shed was built in 1924. In 1925 a trolley line system was laid down to facilitate removal of cargo from the pier head to the sheds and to the bazaar. The trolley line resulted in doubling the quantity of daily cargo removals.

In 1927 a small mole and three small docks were constructed on the east of the pier. The mole was too narrow to be of much use, and the docks, which were dry at low tide, were also too small for general use. In 1937 the mole was widened and the new customs house was built on the site of the docks and a large piece of land in front of and on each side of the customs house was reclaimed. The additional area has partially relieved the congestion on the pier, where the area for storing cargo was insufficient.

The lighting of the port was improved in 1931 by the erection of a powerful light on the customs pier, which can be seen from the outer (white) buoy. When electricity was introduced, standard lamps were erected on the pier, enabling work to be carried out at night which was previously done under considerable difficulties. In 1933 the Gray Paul Beacon was lighted with a red flash light which affords great assistance at night to lighterage of cargo. A five-ton crane was purchased in 1930.

505 **Steamship Lines.** In 1924 the port was served only by the British India Steam Navigation Company Limited, with a very occasional Strick Line steamer. In 1925 the first Hansa Line steamer made its appearance. These two lines, and the Strick-Ellerman lines, now call regularly at Bahrain with direct cargo from Europe. In 1934 the Yamashita line, and in 1936 the Mitsui line, commenced regular callings at Bahrain.

In 1931 the British India Steam Navigation Company Limited began the weekly calling here of their subsidiary down-mail which had previously called every fortnight. In October 1932 the first Imperial Airways liner called at Bahrain, and there is now a bi-weekly air service east and west, a service which is expected to become more frequent.

With the development of the Bahrain Petroleum Company, Sitra became the port of oil tankers, and on occasions special permission has been granted for cargo boats to discharge Bahrain Petroleum Company's cargo at Sitra. On these occasions any ordinary cargo not intended for the Company is conveyed by sea to the customs pier in Manamah. Although the Sitra anchorage is more sheltered than the Manamah anchorage, it is not proposed to develop Sitra in any way as a regular port. Customs officials are stationed at Sitra and attend on the aerodrome when ships or aeroplanes are in port.

● 504 **Future Improvements.** An improvement to the port which has been under consideration on and off for many years is the extension of the existing pier to the edge of the deep water, which is about 400 yards distant from the pier head. Even if the extension were only a narrow one, it would be of great convenience both for passengers

and for cargo, as at present only very small boats can come alongside when the tide is at its lowest. While work was being done on the Manamah-Muharraq road it was inadvisable to start more stone work at the pier, but when the road is complete the pier extension will probably be begun.

It is also proposed that a small office for customs and passport officials should be built on the Muharraq aerodrome.

Year.	Customs Receipts.	No. of Steamers.	Remarks.
1344	8,82,000	—	A poor pearling season.
1345	9,62,000	—	Increase in all imports, especially rice, wheat, flour, and sugar. Persia increased taxes on tea and sugar.
1346	10,58,000	—	Increase of Rs 95,000/- from sugar and piece goods. Good pearling season.
1347	10,59,000	118	Bazaars becoming overstocked.
1348	8,95,000	—	Budget expectations not fulfilled. Decrease in wholesale costs of all imports; silk and cotton goods depreciate 25% in value, carpets and abbas 40%.
1349	6,36,000	96	Slump in pearl trade; prices of rice and wheat decrease 50%; export of sugar almost ceased. Chief exporter became bankrupt.
1350	6,19,000	97	Decrease in prices of all goods. Pearl market very dull. Very large export of gold from Bahrain to India through Indian and Jewish firms. Japanese monopolise piece-goods trade.
1351	5,46,000	104	Continued decline in price of staple commodities; one quarter less packages imported. Increase in Japanese goods and import of cheap Japanese silk. Customs dues on luxury articles raised from 5% to 7½%, and then to 10%, and on tobacco to 15%, and liquor, previously free, to 15%. Iraq wheat takes place of Persian wheat in Bahrain market.
1352	5,58,000	149	Continued fall in value of commodities. In five years Japanese imports rose from Rs 5,000/- to Rs 13,42,000/-.
1353	6,01,000	174 (20 oil tankers)	Prices still decreasing, but quantity of imports increased.
1354	6,50,000	195 (19 oil tankers)	Steady improvement in imports and increased activity in trading.
1355	8,28,000	251	Steady improvement in imports and increased activity in trading.

PRICES OF COMMODITIES

Commodity	Year 1929.	Year 1934.	Year 1935.
Ballam rice	16/-	9/8	10/8
Karach rice	13/-	7/8	8/-
Rangoon rice	13/-	7/8	8/-
Sugar, Java	19/-	12/-	10/8
Sugar, crystal	16/-	11/-	9/8
Sugar, loaf	14/-	9/-	8/8
Wheat flour, Indian	17/-	11/-	11/-
Wheat flour, Iraqi	—	7/8	6/8
Tea, black	65/-	40/-	75/-

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
Bahrain M22
Kuwait M11
Saudi Arabia M31

companies may need to be defined now that one concessionaire seems likely to create revenue; problems may also arise if, as a result of oil developments, it is planted with a population that will need to be endowed with public services and, no doubt, with a system of taxation.

BAHRAIN

The Bahrain Archipelago is a group of islands in the Gulf of Bahrain, which is bounded on the east by the Qatar Peninsula and on the west by the mainland coast of al-Hasa. Its total area is 213 square miles. The principal island—Bahrain itself—is about thirty miles long and ten miles wide. It is low-lying and its northern end is well watered by fresh water springs and produces good date crops. Citrus fruit and lucerne are also grown. The oilfields lie round the rocky cluster of hills known as Jebel Dukhan (Hill of Smoke), which is in the barren centre of the island.

To the north-east of Bahrain Island, and joined to it by a causeway and motor road, is the low, sandy island of Muharraq, and between the two islands is a good deep-water harbour (Khor Kaliya). It is used as a small British naval base; an American admiral also flies his flag there. Nearby there is a second, but shallow harbour (Bahrain harbour), which faces north and is usefully equipped. The natural aerodrome on Muharraq Island has been developed into the largest commercial airfield in the Persian Gulf and now serves the airliners of all nations. It is also used by the RAF, and the whine of jet aircraft is a commonplace. The south end of the island of Bahrain is low-lying and sandy. The climate, though oppressive in summer owing to the prevalent heat and damp of the western shores of the Persian Gulf, is more humid and less windy than that of Kuwait. The population of the Archipelago was 109,650 when a census was taken in 1950.[1]

The capital and the seat of government is the port of Manama.[2] It is generally referred to as Bahrain, and is situated between the two harbours. It has a population of 39,648, which includes many rich Arab, Persian, and Indian merchants, as well as some 300 Europeans and Americans. The second town, Muharraq, on Muharraq Island, has a population of 24,566 which is purely Arab.

The British Political Agency is in Manama town, which also boasts an electricity station, a wireless station, post offices, hospitals, clubs, public gardens, and up-to-date schools. The town is well supplied with good motor roads, and there are

[1] 1952 estimate, 115,000. [2] Population: 1950, 39,648; 1952 (estimate), 45,000.

THE COMPANY ALSO

refinery on the eastern side of the island, opposite Sitra. It was expanded in 1945, and 80 to 85 per cent of the crude oil processed is now obtained by pipeline from Saudi Arabia. The refined petroleum products are pumped to storage tanks on Sitra Island, and subsequently to a deep-water loading terminal 3 miles offshore. Over 6,000 Bahrainis, as well as some 1,600 British and Americans, are employed in different branches of the industry. Two thirds of the royalties accrue to the Bahrain government, half of which are utilized for capital expenditures designed to raise the standards of living of the people. Reports for 1951 indicate that 68 per cent of the government income was derived from oil revenues, as against 26 per cent from customs receipts.

The renewed prosperity of the islands and the concurrent growth in population have stimulated private enterprise and the growth of small factories to supply current needs, particularly as regards building materials. Fishing is an important seasonal occupation of many villagers, and preserved fish, fish oils and other fish products are items of export. Agriculture plays a minor role. Barely 5 to 10 per cent of the total land area is under cultivation, and further expansion is restricted by the nature of the terrain, the concentration of water supply in limited areas and a feudalistic system of land tenure. Date gardens flourish in oases on Bahrain, Muharraq and Sitra Islands, but the supply equals less than one quarter of the local requirements. The government is endeavoring to promote the introduction of other crops, and maintains an experiment station at Budaiya.

The sea approaches to the archipelago are shallow, making it necessary for ocean vessels and oil tankers to anchor 2 to 4 miles from the shore. Bahrain and Muharraq, however, have good harbors which accommodate dhows and other shallow-draft vessels. Manama is an active trading center: coastal traffic is more or less continuous, while frequent steamer services are available to the northern Gulf ports and to India AND PAKISTAN.

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p. 257 (B)

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
BAHRAIN MZ2

pearl-trade during the war. Sea fisheries are also extensive, the fish being taken in nets and in tidal weirs or enclosures (*hadhrahs*) made of reeds, some of which surround large areas in the shallow waters round the coasts; 500 lb. of fish a day were supplied without difficulty to the Indian Expeditionary Force in 1914. Agriculture is carried on by irrigation, the chief products being fruit (dates, citrons, limes, melons, figs, &c., but few of the first quality), lucerne, and a few vegetables; a great belt of date-groves on Bahrein Island runs S. from Manāmah to the village of Būri, a distance of about 7 miles. Domestic animals include about 2,000 donkeys, less than 100 horses owned by the Sheikh and his family, about 100 camels, chiefly used in carrying water to Manāmah for sale, and a small but fine local breed of cattle, in high repute for their milking qualities. Of the donkeys, some 200 are of the famous breed imported from Hasa, from 12 to 13 hands, and white in colour.

The chief handicrafts are sail-making, weaving of abbas, lungis, and checked sheeting, and the manufacture of mats from Hasa reeds. Palgrave described the *Bahārinah* as excelling in the crafts of the weaver, the tailor, the dyer, and the worker in metal, wood, or leather. Boat-building, with timber imported from India, employs about 200 carpenters; Bahrein builders can turn out an excellent forty-ton boat in less than a month. Many boats are sōld to purchasers in El-Qatar and Oman.

Trade at the port of Manāmah was for years hindered by the unsatisfactory arrangements for handling cargo, distribution being delayed, and goods left to deteriorate without any proper protection. In 1910 the control was given to a European, but in the following year native sentiment demanded native control, and two Arabs were appointed, with lamentable results. Since then matters have improved; a Hindu has been placed in charge, and the construction of a jetty and storage-shed has modified the worst of the former defects. The Sheikh is entitled by treaty to an *ad valorem* duty of 5 per cent. on merchandise. Bahrein is the principal market for the pearl-industry, the export of pearls in a good year attaining about £2,000,000. But it is also an important emporium for the east coast of Arabia, distributing merchandise from India and from countries bordering on the Persian Gulf, to El-Qatar, Qatīf, and 'Oqair, from which last two ports goods are carried into the oases of Hasa and Qatīf, and beyond into southern Nejd. This local trade is carried in native boats without manifests, so that exact statistics cannot be obtained.

The total average imports of Manāmah for the three years 1911–14 amounted to £2,061,038, and exports £2,106,766. During the

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
BAHRAIN MZ2

361 438 the depression below (17 fathoms or more); another good well, *'Ain Khālid*, is in the centre of the village. The people own 85 donkeys and 16 horses. This village, like the next following, serves as a sanitorium for the island.

Rifā' el-Gharbi, in a similar position to the above, from which it is distant 1¼ miles WNW. One large masonry house is occupied by a member of the ruling family, though the village is under the jurisdiction of Sheikh Khālid; there are 40 reed huts, the inhabitants of which are Maliki Sunnis, chiefly of the 'Utūb tribe. The people gain a livelihood by selling Manāmah drinking-water from the well *Umm Ghuweifah* on the plateau near the village, carrying it thither on camels. No cultivation; some live stock. The village, like the preceding, is a sanitorium for the island. *Sanābis*, on the N. coast; a long village with a mosque, inhabited by 1,500 *Bahārinah*, engaged in boat-building, fishing, and the pearl trade; 30 pearl boats; 900 date-palms; some live stock. *Zallāq*, on the W. coast, 11 miles below Budayya'; 3 stone and 200 mud houses, inhabited by Dawāsir engaged in the pearl fisheries. There is a ruined fort. The people own 30 boats; live stock includes 30 donkeys and cattle.

The following are the principal towns:—

504 1. **Manāmah,** the commercial capital, is an open town situated on the coast at the NE. corner of the island; the anchorage is good, but steamers of 19 feet draught cannot come nearer than the outer anchorage 4 miles to the NW. of the town; smaller vessels can run up to an inner anchorage 2 miles off shore in the same direction. The bottom shelves so gradually that at low water even boats cannot get within ¼ mile of the beach, but must discharge passengers and cargo by means of donkeys; the harbour has many nets and fish-weirs always set. Manāmah with its suburbs extends 1½ miles along the sea-front, and has a depth inland of about ½ mile. The general appearance of the town is dingy and unprepossessing; the beach quarter is occupied by fishermen's huts, and the shore is formed of a dirty shingle. The larger buildings are of small stones cemented by mud or inferior mortar, which is apt to fall out, suggesting neglect and decay; while the ground floors are used as go-downs and business offices. The bazaar (450 shops), in the centre of which is the market-place, has been described as 'a filthy labyrinth of narrow lanes lined by shops and generally covered over with mats to keep out the sun'. In the outskirts dwellings are usually matting huts standing in courtyards enclosed by hurdles of upright date-fronds. The best buildings are the British Political Agency towards the NE. end; the American Mission and Hospital; Qal'at ed-Dīwān